

R E M A R K S

Claim 1 and other base claims now incorporate leading edge bluntness definition, believed and urged to overcome prior art, as discussed at the interview, so that allowance of all claims is believed in order.

Further applicants has found that an unswept or low sweep wing with reduced thickness, in conjunction with fuselage and propulsion area-ruling, is more efficient for transonic flight, and operates at higher Mach numbers, than a traditional swept wing aircraft. The claimed wing can support extensive laminar flow because of the lack of sweep or low sweep, favorable pressure due to leading edge